

JAGUAR

The choice of a Jaguar will always remain an understated advertisement for your own lifestyle.

The moment you arrive in the new XJ4.2 will invest any occasion with a sense of very personal achievement.

The heart of the XJ4.2 saloon remains, of course, the legendary 4.2 six-cylinder engine. Honed to its peak of performance over years of development.

To complement this performance, the advances of the new XJ4.2 are something to be enjoyed in their own right.

The wheel base has been extended a full 4", to provide a luxurious length

of leg room for your rear seat passengers.

For your private pleasure, the dashboard has been radically re-styled to place the dials immediately in front of you.

The sense of intimate security imparted by the soft glow of the instrumentation when driving at night, is a reward in itself.

And for added safety, the doors have been strategically strengthened in case of side-on collision.

The Jaguar XJ4.2 is available with a choice of manual with overdrive, or fully automatic transmission.



XJ4.2





Closer inspection of the new XJ 4.2 reveals a distinctive new level of trim throughout.

And the instrumentation has been re-positioned to be clearly visible through the new two-spoke steering wheel.

The dials themselves have been re-designed for instant clarity.

The console also incorporates a completely new heating ventilation system and optional air conditioning.

Moreover, you have only to turn a master switch to lock all the doors simultaneously.

Power to the electric windows can be cut off in the same way.

Jaguar Series Two XJ Specification

ENGINES	12 cylinder	6 cylinder
Type name:	V12	XK
Configuration:	60° "vee"	in line
Bore:	90 mm (3.54 ins)	92 mm (3.625 ins)
Stroke:	106 mm (2.76 ins)	106 mm (4.17 ins)
Capacity:	5345 cc (326 cu ins)	4235 cc (258 cu ins)
Piston area:	76.2 sq cm (118 sq ins)	399.4 sq cm (61.9 sq ins)
Compression ratio:	9:1	7.8:1
Stroke/bore ratio:	0.78:1	1.15:1
Performance:		
Power DIN:	250 bhp at 6000 rpm	170 bhp at 4500 rpm
Torque DIN:	301 lb ft at 3500 rpm	201 lb ft at 3000 rpm
BMPE:	139 psi at 3500 rpm	136 psi at 3500 rpm
Cylinder heads:	Two aluminium cylinder heads each with separate die cast aluminium alloy tappet block carrying a single camshaft. In line inlet and exhaust valves set in flat cylinder head face.	Straight port aluminium cylinder head with two overhead camshafts. 70° included angle inlet and exhaust valves set in hemispherical combustion chambers.
Cylinder block:	"Open deck" aluminium alloy block, with slip-fit cast iron cylinder liners.	Chromium cast iron block with interference fit of cast iron liners.
Crankshaft:	Three plane, seven mainbearing, titaniumforged steel forging.	Three plane, seven mainbearing, manganese molybdenum steel forging.
Pistons:	Titaniumforged steel forging.	Aluminium alloy, solid skirt, with domed top.
Rings:	Aluminium alloy, solid skirt, with dish top forming part of combustion chamber.	Aluminium alloy, solid skirt, with domed top.
Lubrication:	Two compression, one oil control. Jaguar epicyclic crescent type oil pump, drive concentric with crankshaft.	Two compression, one oil control. Jaguar rotary vane pump, crankshaft driven by skew gear.
Pressure:	72 psi normal running.	40 psi normal running.
Filter:	Full flow paper element.	Full flow paper element.
Cooler:	Marston tube and fin type. Eight tubes. By pass relief flow. Air/oil heat exchange.	Clayton Dewandre single tube with external and internal copper windings. By pass relief flow. Air/oil heat exchange.
Sump:	Steel pressings with anti surge baffles and strainer.	Aluminium casting with baffles and strainer.
IGNITION		
Distributor:	Lucas Opus fully transistorised, electrically triggered ignition system.	Lucas conventional contact breaker system.
Coil:	Lucas DE 21 magnetic impulse.	Lucas DE 21 magnetic impulse.
Timing control:	Automatic, vacuum controlled retard, centrifugal advance.	Lucas Type 13C12 ballasted, oil filled.
Spark plugs:	Automatic, vacuum controlled retard, centrifugal advance.	Automatic, vacuum controlled retard, centrifugal advance.
CARBURATION		
Carburettors:	Four Zenith 175CDE	Two SU H88
Enrichment:	Manually operated choke.	Automatic enrichment device.
Induction:	4.3 branch aluminium alloy manifolds, with water heated plenum chamber. AC Delco paper element air cleaner, one per bank. Sensor and vacuum operated hot/cold air mixer. Full recirculating system.	Water heated aluminium manifold.
Fuel system:	Two SU electric AUF 406	AC Delco paper element air cleaner (heat transfer pipe on air conditioned cars).
Fuel specification:	97 Octane Four star.	Direct feed system.
ELECTRICAL EQUIPMENT		
Battery:	Negative earth. Lucas C9 13/11	Two SU electric AUF 406
Capacity:	68 amp at 20 hour rate.	97 Octane Four star.
Alternator:	Lucas 20 ACR.	
Output:	60 amp at 3500 engine rpm.	20 ACR - 60 amp at 3500 engine rpm
Starter:	Lucas pre-engaged M4SG.	18 ACR - 45 amp at 3500 engine rpm
COOLING SYSTEM		
Radiator:	Water, pressurised. Impeller pump belt driven off crankshaft damper. Marston Supapack I two stage crossflow. Four rows. Side mounted tanks. R.H. tank incorporates transmission oil cooler.	Water, pressurised. Impeller pump belt driven off crankshaft damper. Marston Supapack I two stage crossflow. Two rows. Three rows on air conditioned cars. Side mounted tanks, with automatic transmission oil cooler in bottom hose.

COOLING SYSTEM	12 cylinder	6 cylinder
Thermostats:	Two Weston Thompson wax type opening at 82°C.	Weston Thompson wax type, opening at 82°C.
Fans:	12 bladed 17" steel fan with torque control viscous coupling. Also Bosch electric, thermostatically controlled to 90°C IN & 86°C OUT. 4 bladed 11" fan.	12 bladed 17" steel fan with torque control viscous coupling.
EXHAUST SYSTEM		
	Four downpipes merge into two double-skinned 2" dia. pipes. Two main and two rear silencers.	Two downpipes merge into single length double-skinned 2" dia. pipe for 23" before splitting to main and rear silencers.
TRANSMISSION		
	Borg Warner Model 12 three speed fully automatic with 2.0:1 torque converter.	Four speed manual transmission with overdrive on top gear.
Ratios	Low 2.4:1 Intermediate 1.45:1 High 1.0:1	1st 2.933:1 2nd 1.905:1 3rd 1.389:1 4th 1.0:1 Overdrive 0.779:1 Reverse 3.378:1
Final drive ratios (see footnote)	Reverse 2.0:1	3.54:1
Overall ratios:	Low 7.79/15.8:1 Intermediate 4.8/9.6:1 High 3.31/6.62:1	1st 10.39:1 2nd 6.75:1 3rd 4.91:1 4th 3.54:1 Overdrive 2.76:1 Reverse 10.95:1
Rear axle:	Reverse 6.82/13.64:1 Salsbury hypoid with 4 pin Powerlok limited slip differential.	Reverse 6.82/13.64:1 Salsbury hypoid with 4 pin Powerlok limited slip differential.
Road speeds per 1000 rpm:	Low 9.77 mph (15.6 km/h) Intermediate 15.8 mph (25.3 km/h) High 22.9 mph (36.7 km/h) (assuming no converter slip)	1st 7.3 mph (11.72 km/h) 2nd 11.25 mph (18.1 km/h) 3rd 15.41 mph (24.8 km/h) 4th 21.4 mph (34.4 km/h) Overdrive 27.5 mph (44.2 km/h)
Propeller shaft:	Hardy Spicer tubular divided shaft. Two universal joints with sealed needle bearings. Sliding spline. Centre bearing mounting.	Hardy Spicer tubular divided shaft. Two universal joints with sealed needle bearings. Sliding spline. Centre bearing mounting.
AUTOMATIC TRANSMISSION		
	As an "extra" for 6 cylinder models. Borg Warner automatic transmission is also available, with 2.0:1 torque converter. Ratios and road speeds for 4.2 automatic are as for V12 in the UK, USA and Canada. In all other countries the 4.2 automatic has a 3.07:1 final drive ratio.	
SUSPENSION		
Front layout:	Fully independent semi trailing wishbones and coil springs. Anti dive geometry. Girling Monotube hydraulic dampers. Anti-roll bar.	Fully independent semi trailing wishbones and coil springs. Anti dive geometry. Girling Monotube hydraulic dampers. Anti-roll bar.
King pin inclination:	1½°	1½°
Caster angle:	2¼° (± ¼°)	2¼° (± ¼°)
Camber angle:	½° positive	½° positive
Alignment:	¼" to ½" (0-125 cm to 0-312 cm) toe in.	¼" to ½" (0-125 cm to 0-312 cm) toe in.
Springs:	12-14 ins (30-35 cm)	12-11 ins (30-275 cm)
Free length:	380 lb in	329 lb in
Rate:	6-14	5-8
No. of coils:	6-14	5-8
Rear layout:	Lower transverse wishbones with drive shafts acting as upper links. Radius arms. Twin coil spring and damper units. Girling Monotube dampers.	Lower transverse wishbones with drive shafts acting as upper links. Radius arms. Twin coil spring and damper units. Girling Monotube dampers.
Camber angle:	¼° negative	¼° negative.
Alignment:	0 ± ¼"	0 ± ¼"
WHEELS AND TYRES		
Wheel type:	Dunlop silver painted sculptured steel wheels (chromium plated optional).	Dunlop silver painted sculptured steel wheels (chromium plated optional).
Size:	6JK rim 15" diameter.	6JK rim 15" diameter.
Tyres:	Dunlop SP Sport with steel breaker 205/70VR15	Dunlop SP Sport with rayon breaker. E70VR15

SPECIFICATION COMMON TO 12 AND 6 CYLINDER MODELS

BRAKES

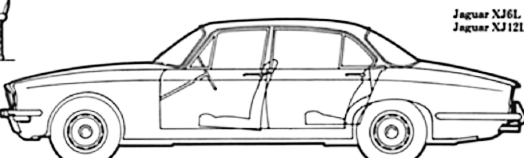
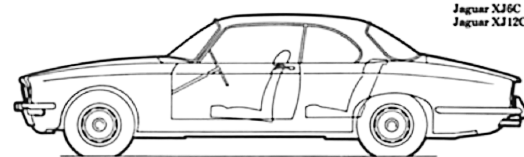
Circuits:	Girling disc all round, ventilated front.
Servo:	Two circuits incorporating pressure differential warning actuator.
Girling Supavac 100:	
Front discs:	Mounted outward, ventilated, cast iron.
Diameter:	11-18 ins (28-4 cm)
Thickness:	0.94 ins (2.38 cm)
Rear discs:	Mounted inward, solid cast iron with damping ring set into periphery of disc.
Diameter:	10.38 ins (26.3 cm)
Thickness:	0.5 ins (1.27 cm)
Pad material:	Ferodo 2430.
Area per car:	27.56 ins² (178 cm²)
front:	21.08 ins² (136 cm²)
rear:	
Rubber area:	234.52 ins² (1513 cm²)
front:	213.72 ins² (1379 cm²)
rear:	445.24 ins² (2892 cm²)
Handbrake:	Caliper operates on rear discs.
Material:	Mintex M34.

STEERING

Type:	Adwest "Power rack" power assisted rack and pinion with energy absorbing column. Steering column lock.
Wheel diameter:	16 ins (40.6 cm)
Turns lock to lock:	3¼ (12 cylinder) 3 (6 cylinder).
Overall ratio:	16:44.1.
Pump:	Saginaw rotary vane - 1200 psi max.

BODY

Exterior features:	Two integral construction styles of steel body work: (a) 4 door long wheel base model, (b) 2 door model. Wrap around chromium plated bumpers with rubber inserts and underriders at front. Overriders at rear. Forward hinged bonnet. Sealed fuel tank accommodation in rear wing panels. Black grained vinyl roof on 2 door models. Laminated windscreen. Toughened glass for rear and side windows. Tinted glass available. Electrically heated rear window. Individual front seats with armrests combined with door pulls. Cubby box with lid as central armrest at front. Rear seat with central fold away armrest. Seat facings in Connolly leather. Nylon carpeting throughout. One piece roof lining in glass fibre (faced with foam backed nylon cloth). Fully instrumented fascia finished in polished walnut veneer. Four steering column mounted control stalks. Provision for radio/tape player mounted in central console. Central console with gear lever, electric window controls, central locking switch, cigar lighter, individual ashtrays. Door pulls and pockets for maps, etc. Courtesy lights operated by all doors, boot interior light. One handed operation inertia reel seat belts. Two door front seats tip forward with top side mounted release catch. Spacious rear parcel shelf. Dampers have slightly different seating and interior trim detail. The Daimler Double Six Vanden Plas has a completely different trim specification.
Glass:	
Interior:	



Jaguar XJ6C
Jaguar XJ12C

Jaguar XJ6L
Jaguar XJ12L

INSTRUMENTS AND CONTROLS

Speedometer:	New design for fascia layout: 4 ins calibrated 0-140 mph (220 km/h) - XJ6. 0-160 mph (260 km/h) - XJ12. 30 and 70 mph limits marked. Total and trip recorders.
Tachometer:	4 ins calibrated 0-5500 rpm redline 5000 - XJ6. 0-7000 rpm redline 6500 - XJ12.
Fuel gauge:	Oil pressure gauge (psi)
Water temperature gauge:	Battery condition indicator (volts)
Oil pressure gauge (psi):	Electric clock, with "second" hand.
Battery condition indicator (volts):	R.H. column control: Headlamp flash and dip/full beam.
Electric clock, with "second" hand:	L.H. column control: Two speed wipers. Park. Single wipe. Windscreen wash.
Headlamp flash and dip/full beam:	Horn: Padded steering wheel boss cover acts as horn push.
Two speed wipers. Park. Single wipe. Windscreen wash:	Push push switches: Fuel tank changeover. Interior light. Map reading light. Heated rear window.
Horn: Padded steering wheel boss cover acts as horn push:	Warning lights: housed between speedometer and tachometer (top to bottom): main beam, hazard warning, ignition, handbrake, brake failure, oil pressure, seat belts on (USA and Canada, Japan, with alarm signal) (Heated rear window, choke (V12), and direction indicator warning lights are located in the speedometer and tachometer dials.)
Push push switches: Fuel tank changeover. Interior light. Map reading light. Heated rear window:	Column stalk functions are transposed. Also transposed for LHD are fuel gauge with oil pressure gauge, and water temperature gauge with battery condition indicator.
Warning lights: housed between speedometer and tachometer (top to bottom): main beam, hazard warning, ignition, handbrake, brake failure, oil pressure, seat belts on (USA and Canada, Japan, with alarm signal) (Heated rear window, choke (V12), and direction indicator warning lights are located in the speedometer and tachometer dials.):	Overall length: 190.7 ins (484.3 cm) - XJ6C, XJ12C and Daimler equivalents. 194.7 ins (494.5 cm) - XJ6L, XJ12L and Daimler equivalents.
Column stalk functions are transposed. Also transposed for LHD are fuel gauge with oil pressure gauge, and water temperature gauge with battery condition indicator:	Overall height: 54.1 ins (137.5 cm) - all models. Overall width: 69.7 ins (177.0 cm) - all models.
Overall length: 190.7 ins (484.3 cm) - XJ6C, XJ12C and Daimler equivalents. 194.7 ins (494.5 cm) - XJ6L, XJ12L and Daimler equivalents.	Wheelbase: 108.8 ins (276.3 cm) - XJ6C, XJ12C and Daimler equivalents. 112.8 ins (286.5 cm) - XJ6L, XJ12L and Daimler equivalents.
Overall height: 54.1 ins (137.5 cm) - all models. Overall width: 69.7 ins (177.0 cm) - all models.	Front overhang: 32.1 ins (81.5 cm) - all models. Rear overhang: 49.8 ins (126.5 cm) - all models.
Wheelbase: 108.8 ins (276.3 cm) - XJ6C, XJ12C and Daimler equivalents. 112.8 ins (286.5 cm) - XJ6L, XJ12L and Daimler equivalents.	Front track: 58.0 ins (147.3 cm) - all models. Rear track: 58.6 ins (148.8 cm) - all models.
Front overhang: 32.1 ins (81.5 cm) - all models. Rear overhang: 49.8 ins (126.5 cm) - all models.	Ground clearance: (unladen) 7 ins (17.8 cm) - all models.
Front track: 58.0 ins (147.3 cm) - all models. Rear track: 58.6 ins (148.8 cm) - all models.	

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